

A Message from Governor Ryan



George H. Ryan, Governor

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 1999," is designed to serve your needs in researching and reviewing motor vehicle crash involvement in Illinois.

Illinois continues to work to reduce traffic deaths and injuries through safety programs, such as education and enforcement of seat belt, child restraint and DUI laws.

Please share the information in this booklet with others. Public awareness of traffic safety problems is the first step toward creating a safer driving environment for Illinois motorists. Whether you represent the media, are working on a school project or are involved in other activities related to highway safety, you are important to this effort. If you have a question that this booklet does not answer, please feel free to contact the Illinois Department of Transportation's Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Your interest and involvement in traffic safety issues is appreciated. You may be assured that we will continue to work to reduce the toll of deaths and injuries that traffic crashes exact on our highways.

Sincerely,

A handwritten signature in black ink that reads "George H. Ryan". The signature is written in a cursive, flowing style.

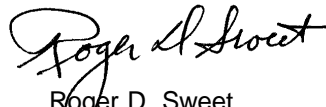
George H. Ryan

Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the coroners and Medical Examiner of Cook County for providing pertinent information. Without the efforts and cooperation of these individuals, this publication would not have been possible.



Kirk Brown
Secretary of Transportation



Roger D. Sweet
Director of Traffic Safety

Compiled by: Illinois Department of Transportation
Division of Traffic Safety
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Quick Facts

General

- 1,456 persons died in crashes in Illinois during 1999.
- An additional 57,534 persons were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Reported crashes which occurred on state-maintained roadways or which involved a fatality increased by 5.0 percent. (See note on page 5.)
- Travel increased by 1.2 percent.
- The mileage-death rate increased 3.3 percent from 1998 to 1999.

Economic Costs¹

- The total estimated cost of crashes which occurred on state-maintained roadways or which involved a fatality in Illinois for 1999 was \$3.2 billion. (See note on page 5.)
- Each fatality was estimated to cost \$970,000.
- An incapacitating injury ("A" Injury) was estimated to cost \$45,800.
- A nonincapacitating evident injury ("B" Injury) was estimated to cost \$15,300.
- A possible injury ("C" Injury) was estimated to cost \$8,700.
- A property damage crash was estimated to cost \$6,400.

Fatal

- 1,456 persons were killed in 1,295 fatal crashes in 1999.
- There was an average of 1.1 deaths per fatal crash.
- 26.5 percent of the fatal crashes occurred at intersections.
- 42.3 percent of the fatal crashes occurred on rural roadways.
- 81.2 percent of the fatal crashes occurred on dry roadways.
- 47.0 percent of the fatal crashes occurred during daylight hours.

Alcohol

- 42.8 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 45.1 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

Pedestrian

- 177 pedestrians were killed in 1999.
- An additional 866 pedestrians were injured in crashes which occurred on state-maintained roadways or which involved a fatality. (See note on page 5.)
- Over 11 percent of the pedestrians killed were under 15 years of age.
- Approximately 27 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 40.0 percent had a positive BAC.

¹ Based on estimates made by the National Safety Council for 1999. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

Quick Facts (continued)

Pedalcyclist

- Riders under the age of 15 accounted for 17.9 percent of the pedalcyclist deaths and 34.3 percent of pedalcyclist injuries.

Motorcycle

- The number of motorcycle crashes increased by 0.3 percent in 1999.
- The number of motorcyclists killed increased by 4.0 percent.

School Bus

- No school-age passengers were killed in school buses in 1999.
- No school bus drivers were killed in school buses.

Tractor-trailer

- 174 persons were killed in tractor-trailer crashes.
- 12 of the persons killed were occupants of the tractor-trailer.

Train

- 22.2 percent of fatal train crashes occurred at crossings with gates.
- 74.1 percent of fatal train crashes occurred at crossings with flashers.

Deer

- There were 12,043 crashes involving deer in 1999.

Important

The data provided in this publication, except where noted, are based on reported crashes which occurred on state-maintained roadways or which involved a fatality and excludes all non-fatal crashes which occurred in the City of Chicago. Generally, state-maintained roadways include interstate-type roads, U.S., and State highways. Some city streets and local roads are also included in this category.

5-Year Statistics

	1995	1996	1997	1998	1999	1999 vs 1995
Motor Vehicles Registered ¹	8.64	8.56	8.57	8.86	9.29	7.5%
Licensed Drivers ¹	7.65	7.71	7.79	7.81	7.94	3.8%
Vehicle Miles Traveled ²	94.32	96.52	98.73	100.97	102.19	8.3%
Deaths	1,586	1,477	1,397	1,393	1,456	-8.2%
Mileage Death Rate ³	1.7	1.5	1.4	1.4	1.4	-15.3%
Crashes ⁴	146.74	145.05	145.71	150.16	157.66	7.4%
Injuries ⁴	64.87	59.47	58.11	58.56	57.53	-11.3%

¹ Millions. Data obtained from Illinois Secretary of State.

² Billions.

³ Per Hundred Million Vehicle Miles Traveled.

⁴ Thousands.

Note: Crash data in this publication are taken from the state's crash records system except where noted.

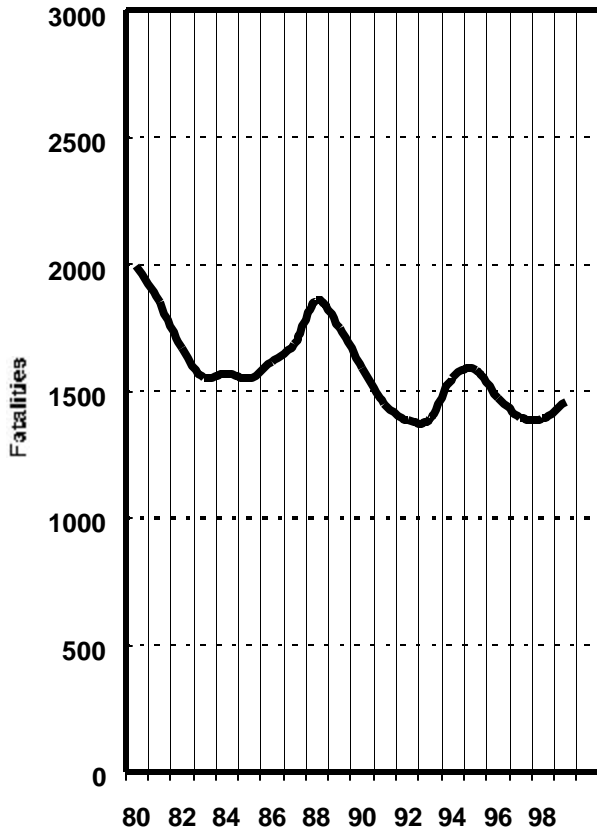
The numbers of motor vehicle registrations and of licensed drivers have increased by 7.5 and 3.8 percent, respectively, during the last five years. The number of crashes for 1999 has increased by 7.4 percent compared to the number of crashes for 1995.

The risk of being in a crash generally increases with miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate. When comparing 1999 with 1995, the number of vehicle miles traveled has increased by 8.3 percent. The mileage death rate, however, has declined by 15.3 percent. Improvements in roadway engineering, enhanced enforcement, and efforts to increase occupant restraint usage and to decrease alcohol-related fatalities have all contributed to this reduction.

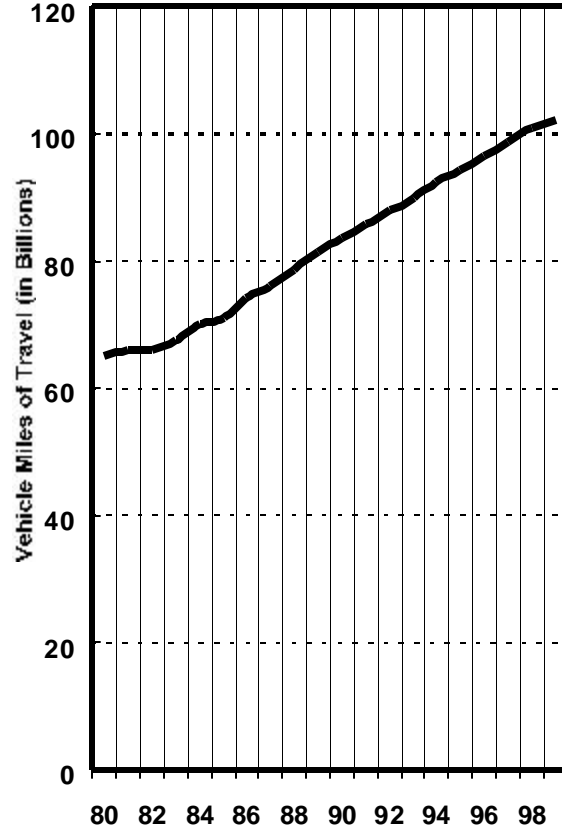
Illinois Fatalities and Vehicle Miles Traveled *

1980-1999

Fatalities by Year



Vehicle Miles Traveled by Year



Year	Fatalities	Travel
1980	1,994	65.12
1981	1,852	65.94
1982	1,671	65.95
1983	1,553	67.49
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62
1989	1,748	81.58

Year	Fatalities	Travel
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19

* Travel is stated in billions of miles.

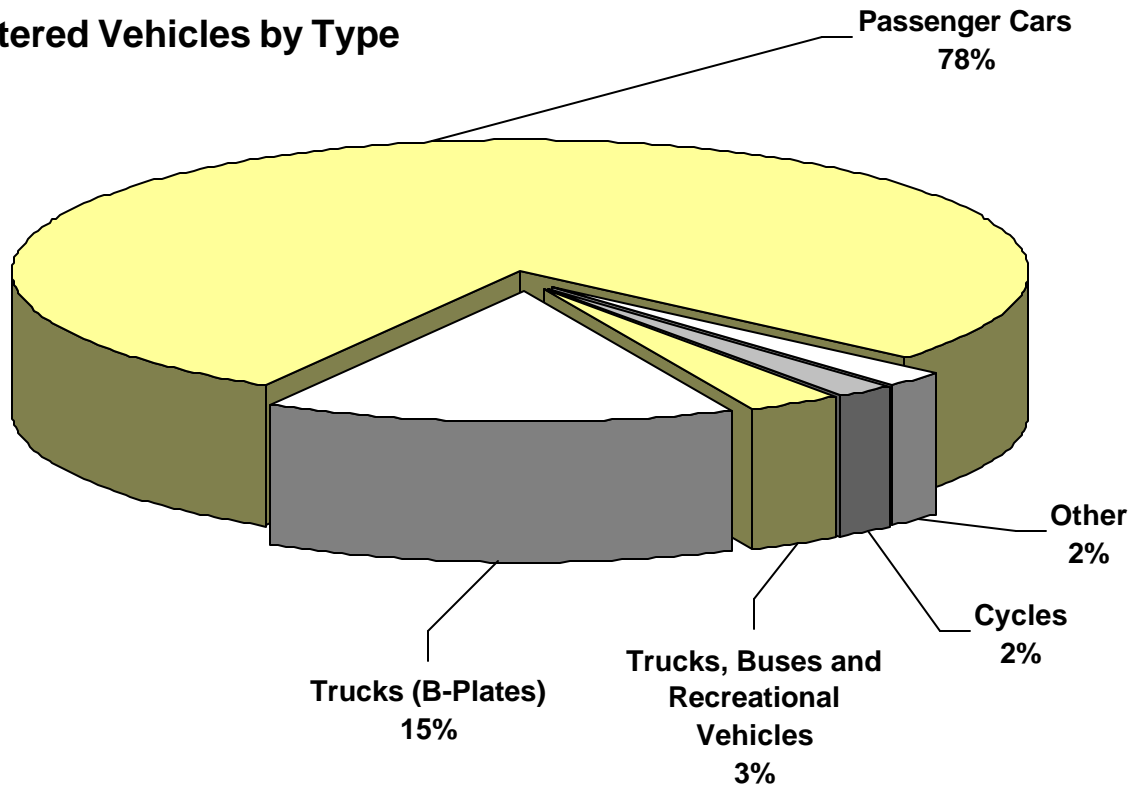
Holiday Traffic Crashes

Year Total Days		CRASHES			PERSONS		Average Killed per Day
		Fatal	Injury	Total	Killed	Injured	
MEMORIAL DAY							
1999	3 ¼	17	297	1,080	20	523	6.2
1998	3 ¼	9	253	914	10	410	3.1
1997	3 ¼	22	265	960	27	472	8.3
1996	3 ¼	16	298	1,096	20	534	6.2
FOURTH OF JULY							
1999	3 ¼	17	301	968	19	521	5.8
1998	3 ¼	17	307	1,028	20	541	6.2
1997	3 ¼	14	263	855	15	489	4.6
1996	4 ¼	19	382	1,200	22	699	5.2
LABOR DAY							
1999	3 ¼	13	276	871	15	479	4.6
1998	3 ¼	13	275	849	13	504	4.0
1997	3 ¼	14	297	917	18	509	5.5
1996	3 ¼	12	247	791	13	421	4.0
THANKSGIVING							
1999	4 ¼	23	325	1,495	23	536	5.4
1998	4 ¼	19	359	1,423	22	625	5.2
1997	4 ¼	16	401	1,739	23	648	5.4
1996	4 ¼	14	409	1,791	16	712	3.8
CHRISTMAS							
1999	3 ¼	16	306	1,534	19	506	5.8
1998	3 ¼	11	178	672	12	276	3.7
1997	4 ¼	12	223	1,055	15	387	3.5
1996	1 ¼	5	73	355	6	125	4.8
NEW YEAR'S							
1999-2000	3 ¼	17	186	858	18	284	5.5
1998-1999	3 ¼	9	259	1,378	9	388	2.8
1997-1998	4 ¼	7	315	1,242	8	554	1.9
1996-1997	1 ¼	8	65	288	10	121	8.0

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 1996 to New Year's Day 2000. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight of the last day of the holiday period. For example, since Memorial Day has become a legal Monday holiday, the holiday period begins at 6 p.m. on Friday and continues through midnight on Monday.

Motor Vehicle Registration and Crash Involvement

Registered Vehicles by Type



Type Of Motor Vehicle	VEHICLES INVOLVED IN CRASHES By Crash Severity			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,150	48,968	192,522	783	39,679
Pickup truck	255	7,995	33,960	153	4,996
Van	161	6,563	26,173	81	4,951
Other single unit truck	55	1,129	5,522	5	399
Truck-tractor with semi-trailer	159	2,167	11,093	12	671
Farm tractor/farm equipment	4	129	229	1	32
School bus	13	107	489	0	95
Other bus	0	86	719	1	155
Motorcycle (under 150 cc)	6	93	172	6	99
Motorcycle (over 150 cc)	97	874	1,416	97	969
Others and not stated	179	6,890	27,363	101	3,983

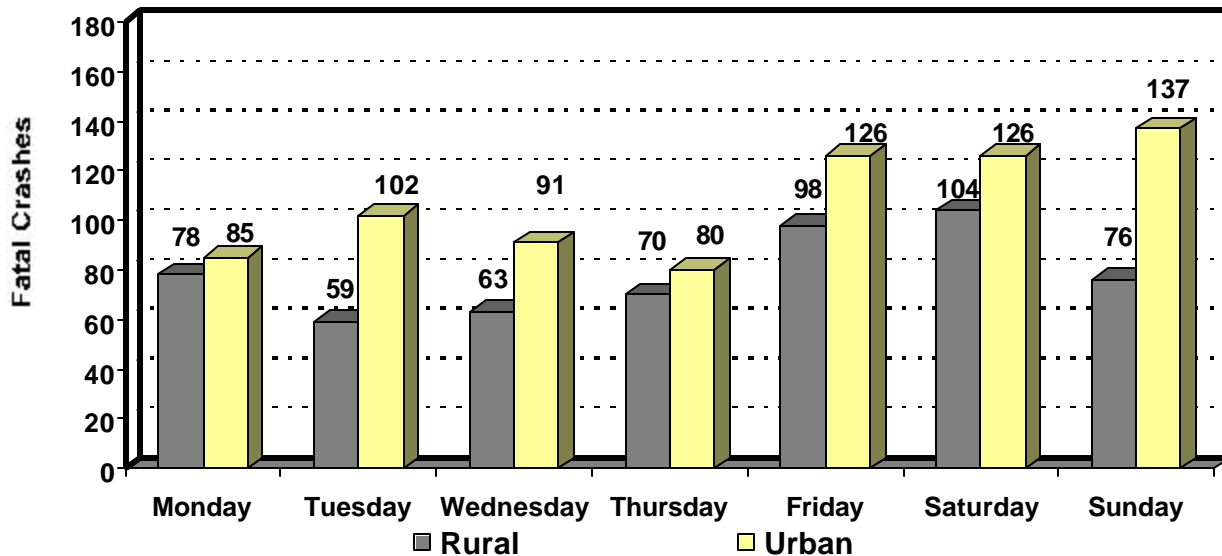
Crashes by Type of Roadway

Type of Roadway	CRASHES			PERSONS		Pedestrians Killed
	Fatal	Injury	Total	Killed	Injured	
URBAN						
State Highways <i>Percent</i>	249 19.2	20,743 55.2	83,581 53.0	283 19.4	31,531 54.8	52 29.4
Interstate Type Roads <i>Percent</i>	119 9.2	5,191 13.8	23,649 15.0	127 8.7	7,429 12.9	12 6.8
City Streets and Roads <i>Percent</i>	328 25.3	0 0.0	328 0.2	364 25.0	339 0.6	85 48.0
Unmarked State Routes <i>Percent</i>	51 3.9	5,059 13.5	21,463 13.6	54 3.7	7,603 13.2	11 6.2
Urban Total <i>Percent</i>	747 57.7	30,993 82.5	129,021 81.8	828 56.9	46,902 81.5	160 90.4
RURAL						
State Highways <i>Percent</i>	203 15.7	4,752 12.6	20,599 13.1	233 16.0	7,495 13.0	8 4.5
Interstate Type Roads <i>Percent</i>	76 5.9	1,577 4.2	6,797 4.3	93 6.4	2,505 4.4	3 1.7
County and Local Roads <i>Percent</i>	255 19.7	0 0.0	255 0.2	287 19.7	228 0.4	5 2.8
Unmarked State Routes <i>Percent</i>	14 1.1	268 0.7	985 0.6	15 1.0	404 0.7	1 0.6
Rural Total <i>Percent</i>	548 42.3	6,597 17.5	28,636 18.2	628 43.1	10,632 18.5	17 9.6
TOTAL <i>Percent</i>	1,295 100.0	37,590 100.0	157,657 100.0	1,456 100.0	57,534 100.0	177 100.0

In 1999, there were 1,456 fatalities, including 177 that were pedestrians. 90.4 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 56.9 percent of all fatalities and 81.5 percent of all injuries resulted from crashes on urban roadways.

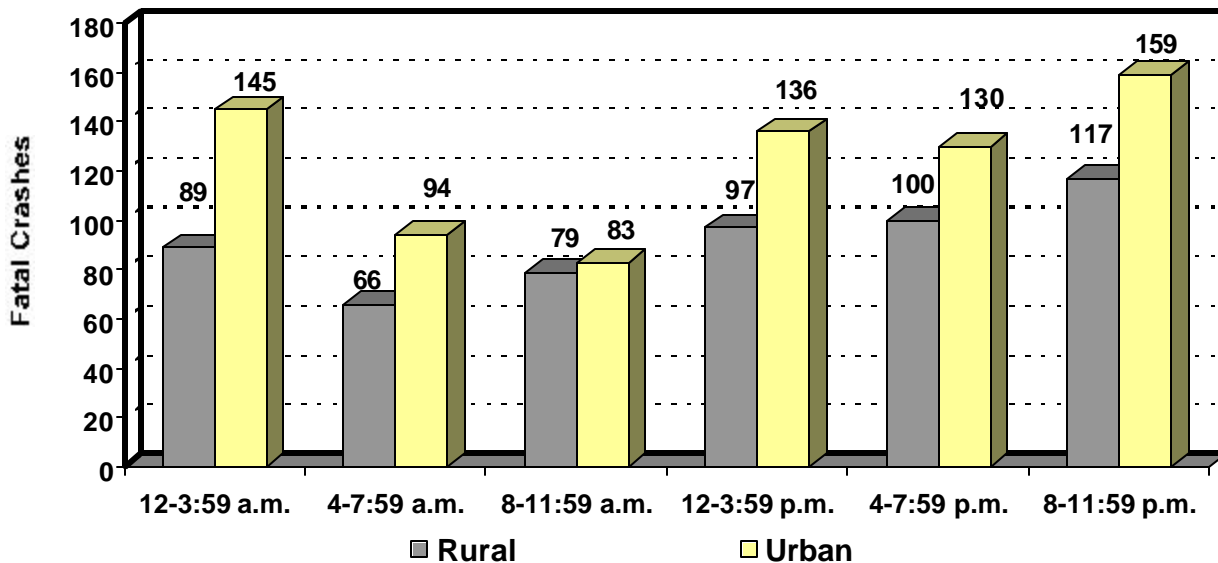
Fatal Crashes by Day of Week and Time of Day

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 126 crashes in urban locations and 104 crashes in rural locations. The second largest number of fatal crashes occurred on Friday.

Fatal Crashes by Time of Day



57.1 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 740 crashes occurred on urban roadways (434 crashes).

Drivers Involved in Crashes by Driver Age and Crash Severity

Driver Age	DRIVERS INVOLVED IN CRASHES by Crash Severity						Total Licensed Drivers
	Fatal	Rate	Injury	Rate	Total	Rate	
15 and Under	0	0.00	114	9.80	393	33.78	11,634
16	43	0.44	1,926	19.77	7,101	72.89	97,420
17	57	0.46	2,206	17.84	8,334	67.40	123,645
18	71	0.52	2,521	18.50	9,533	69.95	136,275
19	50	0.36	2,523	18.41	9,031	65.91	137,030
20-24	303	0.46	9,785	14.81	37,071	56.09	660,887
25-29	239	0.34	8,630	12.10	33,705	47.26	713,169
30-34	207	0.26	7,916	10.01	31,325	39.59	791,177
35-39	198	0.23	7,835	9.18	31,664	37.12	853,063
40-44	168	0.19	7,051	8.06	28,718	32.83	874,767
45-49	155	0.19	5,967	7.50	23,923	30.07	795,504
50-54	123	0.17	4,655	6.62	18,741	26.64	703,393
55-59	96	0.18	3,385	6.38	13,591	25.60	530,909
60-64	68	0.16	2,431	5.87	9,567	23.10	414,233
65-69	58	0.17	1,761	5.17	6,740	19.79	340,653
70-74	46	0.15	1,566	5.01	5,805	18.57	312,555
75 and Over	107	0.24	2,349	5.28	8,717	19.61	444,608
Not Stated	61	--	1,714	--	11,604	--	--
TOTAL	2,050	0.26	74,335	9.36	295,563	37.22	7,940,922

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

Young Drivers (16-20 Years of Age) Involved in Crashes

DRIVER INVOLVEMENT by Crash Severity	1995	1996	1997	1998	1999	Previous 4-Year Average	% Change (1999 vs. 4-Year Average)
Total Crashes	38,524	37,113	38,095	40,033	41,991	38,441	9.2
Fatal Crashes	327	278	278	271	282	289	-2.4
Injury Crashes	12,231	11,015	11,067	11,414	11,325	11,432	-0.9
Licensed Drivers	618,249	632,525	646,633	647,057	633,111	636,116	-0.5
Fatal Crash Ratio ¹	8.49	7.49	7.30	6.77	6.72	7.52	-10.7
Fatal Crash Rate ²	0.53	0.44	0.43	0.42	0.45	0.45	-1.96
Total Crash Rate ³	62.31	58.67	58.91	61.87	66.32	60.43	9.8

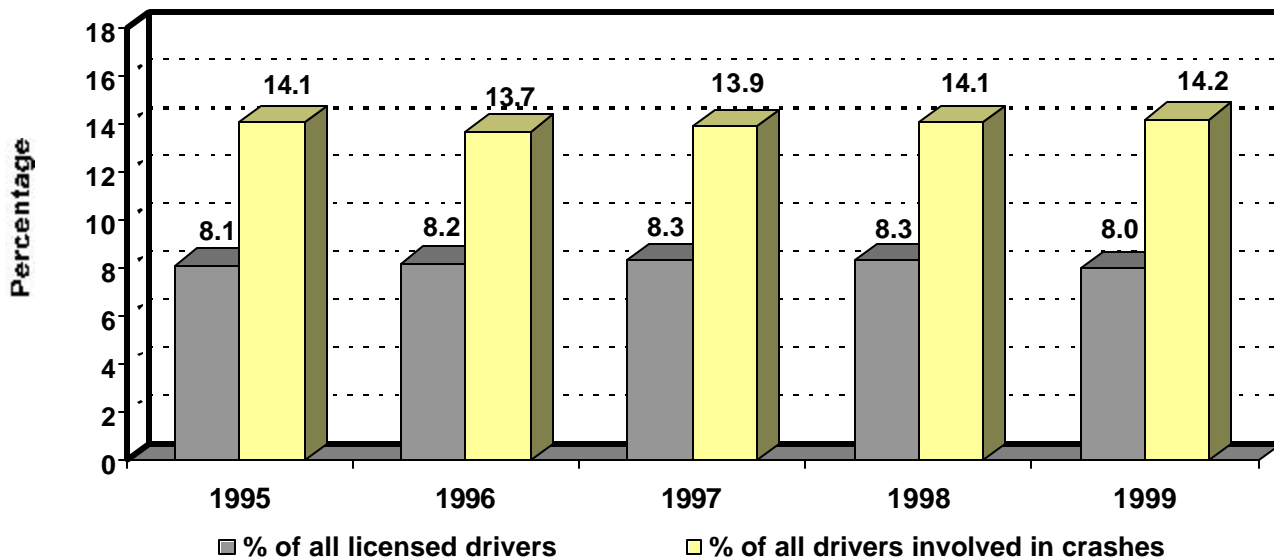
¹ Driver involvement in fatal crashes per 1,000 total crashes.

² Drivers involved in fatal crashes per 1,000 licensed drivers.

³ Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1999 with the previous 4-year average, the number of young drivers involved in crashes increased by 9.2 percent. However, while young drivers account for 8 percent of all licensed drivers, their involvement in crashes is considerably higher. This over-representation is shown in the graph below.

Young Drivers: Crash Involvement Relative to All Drivers



Senior Drivers (65 Years and Older) Involved in Crashes

DRIVER INVOLVEMENT by Crash Severity	1995	1996	1997	1998	1999	Previous 4-Year Average	% Change (1999 vs. 4-Year Average)
Total Crashes	19,701	19,620	19,488	21,156	21,271	19,991	6.4
Fatal Crashes	258	227	179	201	211	216	-2.3
Injury Crashes	5,976	5,562	5,397	5,873	5,677	5,702	-0.4
Licensed Drivers	1,011,728	1,025,688	1,037,681	1,040,866	1,097,816	1,028,991	6.7
Fatal Crash Ratio ¹	13.10	11.57	9.19	9.50	9.92	10.80	-8.2
Fatal Crash Rate ²	0.26	0.22	0.17	0.19	0.19	0.21	-8.4
Total Crash Rate ³	19.47	19.13	18.78	20.33	19.38	19.43	-0.3

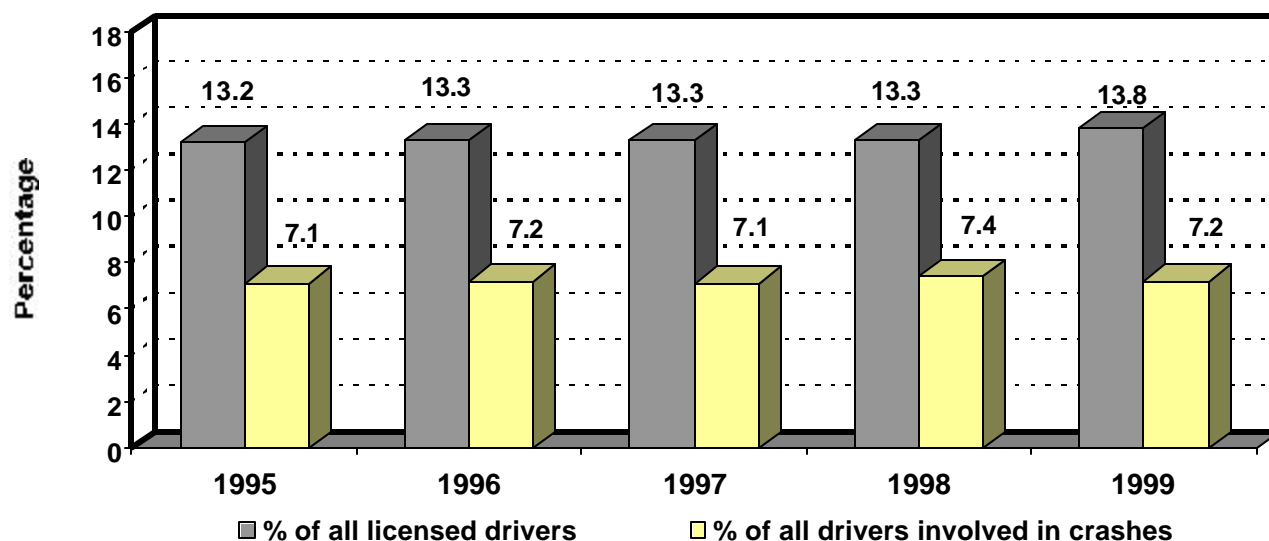
¹ Driver involvement in fatal crashes per 1,000 total crashes.

² Drivers involved in fatal crashes per 1,000 licensed drivers.

³ Drivers involved in all crashes per 1,000 licensed drivers.

Comparing 1999 with the previous 4-year average, the number of senior drivers involved in crashes increased by 6.4 percent. However, while senior drivers account for about 14 percent of all licensed drivers, their involvement in crashes is considerably lower. This under-representation is shown in the graph below.

Senior Drivers: Crash Involvement Relative to All Drivers



Drivers Involved in Fatal Crashes by Age and Location

Driver Age	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers Involved	Killed	Drivers Involved	Killed	Drivers Involved	Killed
15 and Under	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0
16	23	13	20	7	43	20
Percent	2.8	3.0	1.6	1.5	2.1	2.2
17	33	20	24	4	57	24
Percent	4.0	4.6	2.0	0.9	2.8	2.7
18	40	16	31	9	71	25
Percent	4.8	3.7	2.5	2.0	3.5	2.8
19	29	18	21	6	50	24
Percent	3.5	4.1	1.7	1.3	2.4	2.7
20-24	113	58	190	74	303	132
Percent	13.6	13.3	15.6	16.1	14.8	14.7
25-34	158	81	288	108	446	189
Percent	19.0	18.5	23.7	23.4	21.8	21.0
35-44	157	82	209	78	366	160
Percent	18.8	18.8	17.2	16.9	17.9	17.8
45-54	109	57	169	60	278	117
Percent	13.1	13.0	13.9	13.0	13.6	13.0
55-64	71	34	93	34	164	68
Percent	8.5	7.8	7.6	7.4	8.0	7.6
65-74	43	26	61	36	104	62
Percent	5.2	5.9	5.0	7.8	5.1	6.9
75 and Over	44	32	63	44	107	76
Percent	5.3	7.3	5.2	9.5	5.2	8.5
Not Stated	13	0	48	1	61	1
Percent	1.6	0.0	3.9	0.2	3.0	0.1
TOTAL	833	437	1,217	461	2,050	898
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 1999, 48.7 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 25-34 age group. This age group accounts for 23.7 percent of the drivers involved in urban fatal crashes and 19.0 percent of the drivers involved in rural fatal crashes.

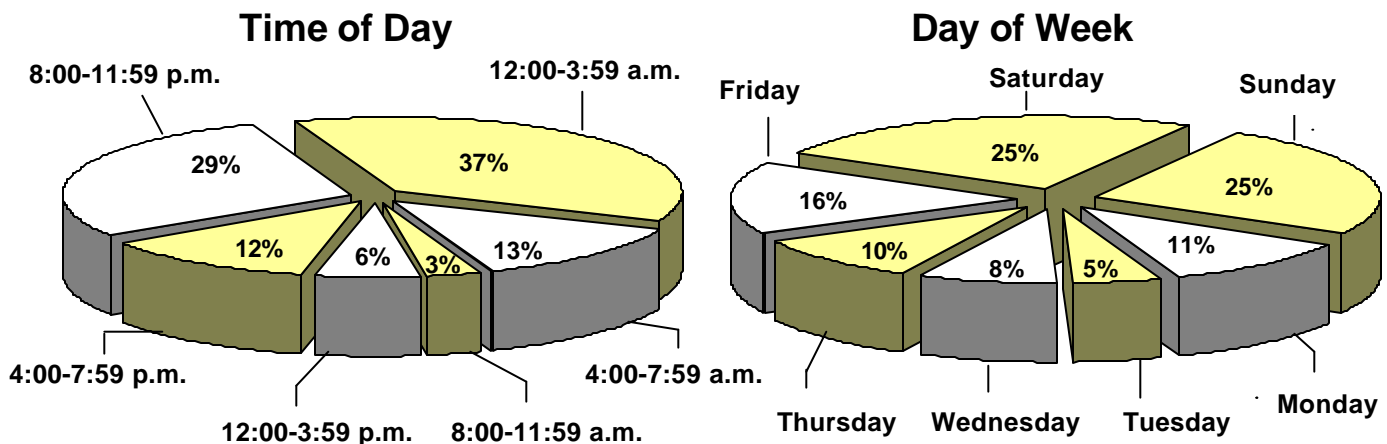
Drivers Killed in Fatal Crashes by Age and BAC Test Results

Driver Age	BAC Results					Total Drivers Tested	Drivers Not Tested or Unknown If Tested	Total Drivers Killed
	0.00	0.01-0.07	0.08-0.09	0.10-0.20	Over 0.20			
15 and Under	3	0	0	1	0	4	0	4
Percent	75.0	0.0	0.0	25.0	0.0	100.0	0.0	100.0
16-20	72	9	1	20	7	109	11	120
Percent	66.1	8.3	0.9	18.3	6.4	90.6	9.2	100.0
21-24	41	10	0	34	12	97	10	107
Percent	42.3	10.3	0.0	35.1	12.4	90.7	9.3	100.0
25-34	80	8	5	49	33	175	10	185
Percent	45.7	4.6	2.9	28.0	18.9	94.6	5.4	100.0
35-44	68	9	3	39	29	148	13	161
Percent	45.9	6.1	2.0	26.4	19.6	91.9	8.1	100.0
45-54	59	7	2	14	27	109	11	120
Percent	54.1	6.4	1.8	12.8	24.8	90.6	9.2	100.0
55-64	42	3	1	4	5	55	13	68
Percent	76.4	5.5	1.8	7.3	9.1	80.9	19.1	100.0
65-74	40	4	0	3	1	48	12	60
Percent	83.3	8.3	0.0	6.3	2.1	80.0	20.0	100.0
75 and Over	53	1	0	1	0	55	22	77
Percent	96.4	1.8	0.0	1.8	0.0	71.4	28.6	100.0
TOTAL	458	51	12	165	114	800	102	902
Percent	57.3	6.4	1.5	20.6	14.3	88.7	11.3	100.0

Source: Fatality Analysis Reporting System (FARS).
BAC = Blood Alcohol Concentration.

Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 1999.



Fatalities by Person Type, Age and Gender

Age	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	9	12	21	6.1	9	12	21	1.7
5-9	0	0	0	0.0	4	5	9	2.6	4	5	9	0.7
10-14	0	0	0	0.0	8	8	16	4.7	8	8	16	1.3
15-19	67	26	93	10.4	43	29	72	21.1	110	55	165	13.3
20-24	111	21	132	14.7	28	15	43	12.6	139	36	175	14.1
25-34	148	41	189	21.0	19	23	42	12.3	167	64	231	18.6
35-44	110	50	160	17.8	12	20	32	9.4	122	70	192	15.5
45-54	90	27	117	13.0	7	20	27	7.9	97	47	144	11.6
55-64	50	18	68	7.6	4	13	17	5.0	54	31	85	6.9
65-74	41	21	62	6.9	7	23	30	8.8	48	44	92	7.4
75 and Over	63	14	77	8.6	10	23	33	9.6	73	37	110	8.9
TOTAL	680	218	898	100.0	151	191	342	100.0	831	409	1,240	100.0

Age	PEDALCYCLISTS				PEDESTRIANS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 and Under	0	0	0	0.0	3	6	9	5.1	3	6	9	4.4
5-9	3	0	3	10.7	3	4	7	4.0	6	4	10	4.9
10-14	1	1	2	7.1	1	3	4	2.3	2	4	6	2.9
15-19	0	0	0	0.0	5	7	12	6.8	5	7	12	5.9
20-24	4	0	4	14.3	8	2	10	5.6	12	2	14	6.8
25-34	3	1	4	14.3	13	4	17	9.6	16	5	21	10.2
35-44	4	0	4	14.3	20	12	32	18.1	24	12	36	17.6
45-54	3	0	3	10.7	19	7	26	14.7	22	7	29	14.1
55-64	2	1	3	10.7	8	5	13	7.3	10	6	16	7.8
65-74	2	1	3	10.7	8	10	18	10.2	10	11	21	10.2
75 and Over	2	0	2	7.1	19	10	29	16.4	21	10	31	15.1
TOTAL	24	4	28	100.0	107	70	177	100.0	131	74	205	100.0

Note: An additional eleven people were fatally injured in motor vehicle crashes in Illinois in 1999. Those additional eleven people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amounted to 61.7 percent of all fatalities in 1999. Driver fatalities increased by 9.5 percent from 1998 to 1999.

Passengers represented 23.5 percent of the total number of fatalities in 1999. They decreased by 1.2 percent.

Pedalcyclists, which accounted for 1.9 percent of all fatalities, decreased by 17.6 percent from 1998 to 1999.

Pedestrians accounted for 12.2 percent of all fatalities. They decreased by 5.9 percent from 1998 to 1999.

Pedestrian Crashes

	1995	1996	1997	1998	1999		
Total Crashes	1,215	1,105	1,100	1,092	1,044		
Pedestrians Killed	214	203	200	188	177		
Pedestrians Injured	997	843	892	867	866		
	Number of Fatal Crashes by Light Condition						
Light Condition							
Daylight	77	71	78	67	64		
Dawn	5	1	2	2	4		
Dusk	5	7	5	5	5		
Darkness	60	46	44	42	40		
Dark - Road Lighted	68	75	69	72	64		
TOTAL	215	200	198	188	177		
	Number of Pedestrians Killed by Age and BAC ¹						
Pedestrian Age	0.00	0.01-0.07	0.08-0.09	0.10-0.20	Over 0.20	No Test/ Unknown	Total
4 and Under	4	1	0	0	0	4	9
5-9	3	0	0	0	0	4	7
10-14	0	0	1	0	0	4	5
15-19	9	0	0	1	0	1	11
20-24	7	1	0	0	1	1	10
25-34	7	2	0	2	2	3	16
35-44	10	2	1	11	7	1	32
45-54	10	2	1	7	7	0	27
55-64	3	0	1	1	1	6	12
65-74	13	0	0	2	0	3	18
75 and Over	18	1	0	1	0	10	30
TOTAL	84	9	4	25	18	37	177

¹ Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

Pedestrian crashes decreased by 4.4 percent when comparing 1999 with 1998. In 1999, 36.2 percent of all fatal pedestrian crashes occurred in daylight.

Pedalcycle Crashes

	1995	1996	1997	1998	1999
Total Crashes	813	642	662	700	685
Fatal Crashes	27	29	35	35	28
Injury Crashes	714	526	554	584	573
Property Damage Crashes	72	87	73	81	84
Pedalcyclists Killed	27	29	34	34	28
Pedalcyclists Injured	720	532	554	592	571
Urban	Number of Pedalcyclists Killed by Location				
State Routes	8	6	10	10	10
City Streets and Roads	12	15	15	11	13
Unmarked State Routes	1	1	2	2	1
Urban Total	21	22	27	23	24
Rural					
State Routes	2	2	3	4	2
County and Local Roads	4	4	4	6	2
Unmarked State Routes	0	1	0	1	0
Rural Total	6	7	7	11	4
Pedalcyclist Age	Pedalcyclists Killed		Pedalcyclists Injured		
	1998	1999	1998	1999	
4 and Under	0	0	2	5	
5-9	5	3	39	36	
10-14	7	2	170	155	
15-19	2	0	98	96	
20-24	3	4	48	45	
25-34	6	4	76	77	
35-44	5	4	76	89	
45-54	1	3	35	36	
55-64	2	3	22	17	
65 and Over	3	5	26	15	
TOTAL	34	28	592	571	

The figures given above include only crashes in which pedalcyclists are involved with motor vehicles. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

In 1999, 33.5 percent of the pedalcyclists injured and 17.9 percent of the pedalcyclists killed were between the ages of 5 and 14.

Motorcycle Crashes

	1995	1996	1997	1998	1999
Total Crashes	1,354	1,183	1,251	1,517	1,521
Fatal Crashes	102	104	82	93	101
Injury Crashes	975	768	747	858	937
Motorcyclists Killed	101	109	84	99	103
Motorcyclists Injured	1,125	860	831	963	1,068
Non-Motorcyclists Killed	8	1	0	1	3
Non-Motorcyclists Injured	137	163	131	130	138
Motorcycle Maneuver	Number of Motorcycles Involved in Crashes by Type of Maneuver				
Going Straight Ahead	662	597	600	778	765
Passing/Overtaking	59	34	29	32	48
Making Left Turn	61	73	86	110	86
Making Right Turn	39	50	47	59	61
Slow/Stopped in Traffic	160	134	200	266	231
Skidding/Control Loss	260	179	165	200	194
Changing Lanes	28	60	41	69	69
Other	115	92	114	139	126
Parked	14	7	11	10	8
TOTAL	1,398	1,226	1,293	1,663	1,588
Motorcycle Operator Age	Operators Killed		Operators Injured		
	1998	1999	1998	1999	
9 and Under	0	0	0	3	
10-14	0	0	0	0	
15-19	4	5	56	50	
20-24	17	21	119	151	
25-34	34	34	236	225	
35-44	17	23	201	231	
45 and Over	13	13	218	244	
Not Stated	0	0	3	0	
TOTAL	85	96	833	904	

The above figures include motorcycles, motorscooters, motorbikes, and mopeds.

In comparing 1999 with 1998, motorcycle crashes increased by 0.3 percent. The number of motorcyclists killed increased by 4.0 percent, from 99 in 1998 to 103 in 1999.

School Bus Crashes

	1995	1996	1997	1998	1999
Total Crashes	460	416	406	462	485
Fatal Crashes	7	3	6	5	6
Injury Crashes	113	98	86	104	107
Property Damage Crashes	340	315	314	353	372
Urban Crashes	393	354	347	405	436
Rural Crashes	67	62	59	57	49
Persons Killed	Number of Persons Killed and Injured				
School Bus Drivers	0	0	0	1	0
School Bus Passengers (School-Age) ¹	7	0	0	0	0
Other School Bus Passengers	0	0	0	0	0
Other Vehicle Occupants	6	3	4	2	5
Pedestrians (School-Age) ¹	2	0	2	1	2
Other Pedestrians	0	0	0	0	0
Pedalcyclists	0	0	0	1	0
TOTAL	15	3	6	5	7
Persons Injured					
School Bus Drivers	29	29	23	37	38
School Bus Passengers (School-Age) ¹	100	31	51	59	40
Other School Bus Passengers	33	10	28	16	17
Other Vehicle Occupants	121	102	95	106	104
Pedestrians (School-Age) ¹	1	0	0	0	1
Other Pedestrians	1	0	1	0	0
Pedalcyclists	1	0	0	1	1
TOTAL	286	172	198	219	201
Road Surface Condition	Number of Crashes by Road Surface Condition				
Dry	282	273	257	309	330
Wet	103	81	80	118	78
Snow/Ice	36	42	48	22	56
Other	3	4	8	2	4
Not Stated	36	16	13	11	17
TOTAL	460	416	406	462	485

¹ School-Age = Children 5-19 years of age.
School Bus = Type 1 or Type 2.

In 1999, there were 485 school bus crashes, which is an increase of 5.0 percent compared to 462 school bus crashes in 1998. Injuries decreased by 8.2 percent.

Tractor-trailer Crashes

	1995	1996	1997	1998	1999
Total Crashes	8,620	8,571	8,955	9,478	10,465
Fatal Crashes	101	110	105	129	145
Injury Crashes	1,894	1,749	1,901	1,907	2,024
Property Damage Crashes	6,625	6,712	6,949	7,442	8,296
Vehicle Miles Traveled (Millions)	7,183	7,307	7,716	7,562	8,353
Urban Crashes	6,112	6,615	6,839	7,285	8,086
Rural Crashes	2,508	1,956	2,116	2,193	2,379
Persons Killed	Number of Persons Killed and Injured				
Tractor-trailer Occupants	10	12	12	15	12
Other Vehicle Occupants	96	107	86	123	150
Pedestrians	9	8	13	8	8
Pedalcyclists	2	0	2	1	4
TOTAL	117	127	113	147	174
Persons Injured					
Tractor-trailer Occupants	552	541	567	651	671
Other Vehicle Occupants	2,206	2,011	2,197	2,136	2,205
Pedestrians	16	11	17	12	12
Pedalcyclists	4	4	3	6	6
TOTAL	2,778	2,567	2,784	2,805	2,894
Urban	Number of Fatalities by Location				
Controlled Access Roads	19	23	26	33	24
State Routes	17	23	15	27	29
City Streets and Roads	19	13	14	18	24
Unmarked State Routes	2	2	2	5	5
Toll Roads	5	4	6	3	8
Urban Total	62	65	63	86	90
Rural					
Controlled Access Roads	12	18	16	19	27
State Routes	34	38	27	35	41
County and Local Roads	2	4	5	3	10
Unmarked State Routes	3	0	0	1	1
Toll Roads	4	2	2	3	5
Rural Total	55	62	50	61	84

Tractor-trailer crashes increased by 10.4 percent from 1998 to 1999. Fatal crashes involving tractor-trailers increased by 12.4 percent in 1999.

Fatalities in Train Crashes

	1995	1996	1997	1998	1999
Fatal Crashes	30	21	17	17	27
Persons Killed	41	25	20	22	42
Traffic Control	Number of Fatalities by Type of Traffic Control				
RR Gates	21	4	5	4	17
RR Flashers	19	17	13	18	24
Warning Sign	0	1	1	0	0
Other Control	1	0	0	0	1
No Control	0	3	1	0	0
TOTAL	41	25	20	22	42
Urban	Number of Fatalities by Location				
State Routes	0	1	0	0	4
City Streets and Roads	20	5	8	1	14
Unmarked State Routes	1	0	0	1	1
Urban Total	21	6	8	2	19
Rural					
State Routes	4	2	2	0	2
County and Local Roads	16	16	9	20	21
Unmarked State Routes	0	1	1	0	0
Rural Total	20	19	12	20	23

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

When comparing 1999 with 1998, there was a 90.9 percent increase in the number of persons killed in train-motor vehicle crashes.

Work Zone Crashes

	1995	1996	1997	1998	1999
Total Crashes	3,477	3,364	3,322	3,279	4,379
Fatal Crashes	28	29	33	18	15
Injury Crashes	1,297	1,196	1,066	1,089	1,400
Persons Killed	30	33	38	20	17
Persons Injured	2,094	1,878	1,674	1,745	2,047
Urban	Number of Crashes by Location				
Controlled Access Roads	555	750	576	499	764
State Routes	1,675	1,593	1,729	1,320	1,975
City Streets and Roads	5	15	9	4	4
Unmarked State Routes	369	309	380	361	459
Toll Roads	107	155	166	504	621
Urban Total	2,711	2,822	2,860	2,688	3,823
Rural					
Controlled Access Roads	239	151	185	249	199
State Routes	426	282	248	229	345
County and Local Roads	2	3	3	1	0
Unmarked State Routes	50	7	14	12	8
Toll Roads	49	99	12	100	4
Rural Total	766	542	462	591	556

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes increased in 1999, compared to previous years.

County Motor Vehicle Traffic Crash Statistics for 1998-1999

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1998	1999	1998	1999	1998	1999
Adams	805	729	5	12	249	232
Alexander	136	133	3	1	63	76
Bond	228	268	2	5	82	75
Boone	385	358	14	12	184	193
Brown	130	112	0	0	26	24
Bureau	615	598	5	4	229	218
Calhoun	79	96	1	1	19	11
Carroll	192	231	3	7	55	78
Cass	120	131	1	4	42	43
Champaign	1,689	1,709	20	17	715	750
Christian	337	374	13	8	124	129
Clark	212	278	8	3	81	88
Clay	124	139	3	3	42	32
Clinton	319	346	16	15	116	139
Coles	689	796	13	14	259	306
Cook	54,335	56,751	414	398	19,783	18,976
Crawford	286	265	0	3	82	52
Cumberland	221	235	0	5	71	88
DeKalb	775	877	13	14	337	436
DeWitt	216	240	3	3	75	73
Douglas	182	203	2	8	82	83
DuPage	12,791	13,469	56	54	4,768	4,878
Edgar	217	221	1	2	85	64
Edwards	76	86	0	2	8	21
Effingham	851	988	4	19	397	353
Fayette	352	362	5	8	91	115
Ford	132	160	5	2	61	71
Franklin	710	770	8	13	311	272
Fulton	483	572	7	10	157	157
Gallatin	58	42	3	3	13	21
Greene	157	185	3	2	54	42
Grundy	595	633	19	12	289	235
Hamilton	104	112	3	2	40	44
Hancock	266	263	6	1	83	63
Hardin	59	78	0	1	34	28
Henderson	133	157	3	4	61	61
Henry	720	781	3	8	287	297
Iroquois	403	483	4	20	252	253
Jackson	976	1,079	11	10	369	440
Jasper	150	159	3	3	61	48
Jefferson	790	879	8	8	330	329
Jersey	424	415	10	9	151	173
JoDaviess	322	356	6	10	140	120
Johnson	229	260	4	2	58	74
Kane	4,398	4,644	42	41	1,684	1,784
Kankakee	1,429	1,495	22	25	691	734
Kendall	683	746	11	13	335	300
Knox	594	609	8	3	225	271
Lake	11,107	11,931	58	54	4,232	4,249
LaSalle	1,435	1,495	25	27	527	530
Lawrence	260	217	3	6	67	73

County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1998	1999	1998	1999	1998	1999
Lee	575	583	11	5	263	211
Livingston	454	477	8	9	177	214
Logan	464	446	3	8	140	152
McDonough	358	381	3	3	116	105
McHenry	2,986	3,197	25	33	1,321	1,240
McLean	1,915	1,889	18	13	821	724
Macon	1,519	1,713	8	7	639	657
Macoupin	473	452	15	8	179	164
Madison	4,397	4,396	54	41	2,126	1,913
Marion	699	712	7	5	264	232
Marshall	200	207	1	6	60	60
Mason	120	129	2	1	42	31
Massac	294	287	3	4	114	76
Menard	114	113	1	8	25	33
Mercer	134	140	5	2	64	48
Monroe	357	382	5	4	127	139
Montgomery	375	432	3	9	164	149
Morgan	444	448	4	8	166	152
Moultrie	144	173	4	5	62	56
Ogle	679	676	11	11	197	188
Peoria	2,730	2,737	28	24	1,148	1,125
Perry	359	366	3	4	106	110
Piatt	124	136	2	3	49	59
Pike	441	571	5	10	80	102
Pope	100	71	1	0	25	10
Pulaski	137	136	0	3	60	32
Putnam	84	99	1	6	33	37
Randolph	423	399	1	6	149	129
Richland	293	313	1	1	110	140
Rock Island	1,901	2,030	14	18	849	836
St. Clair	4,398	4,782	44	53	2,217	2,190
Saline	453	459	2	6	173	160
Sangamon	2,567	2,484	22	21	994	889
Schuyler	153	178	0	1	27	57
Scott	120	73	0	1	32	11
Shelby	174	222	2	2	63	76
Stark	62	85	0	2	26	64
Stephenson	598	617	3	8	210	225
Tazewell	1,777	1,813	17	6	685	706
Union	364	344	7	3	138	123
Vermilion	912	909	18	18	436	439
Wabash	116	126	1	2	41	25
Warren	192	208	4	5	83	90
Washington	296	321	10	11	106	106
Wayne	254	285	4	5	70	96
White	260	278	4	1	48	71
Whiteside	718	795	12	4	299	284
Will	5,937	6,555	68	60	2,636	2,670
Williamson	1,031	1,022	8	13	476	436
Winnebago	3,157	3,079	38	47	1,398	1,299
Woodford	352	415	2	11	147	191
TOTALS	150,163	157,657	1,393	1,456	58,558	57,534

Illinois Traffic-related Key Events

January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20 year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and that 4 and 5 year-olds must be secured in either a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.

Key Events (continued)

May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law amended to report crashes with damage in excess of \$500 (previously \$250).
April	1992	Law enacted to require commercial driver's license if operating a Class A or Class B vehicle.
January	1994	Amended the Child Passenger Protection Act to remove the Illinois residency requirement and medical exemption clause.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
August	1995	Increased penalties for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash may be reported to law enforcement for purpose of determining alcohol and/or drug content.
July	1997	DUI/implicit consent law amended to establish illegal per se at 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will lose the school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Established the use of ignition interlock devices as a regular option for the sanction of DUI offenders, rather than as a pilot program. Allows the Secretary of State to require the use of ignition interlock devices when granting driving relief to individuals committing a second or subsequent DUI offense.
January	1999	Increased the reinstatement fee for a person whose license is suspended or revoked a second or subsequent time.

Safety Belt Usage in Illinois

July 2000 Observational Survey Results

Survey Design

The safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during July 2000 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars and vans (trucks excluded).
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

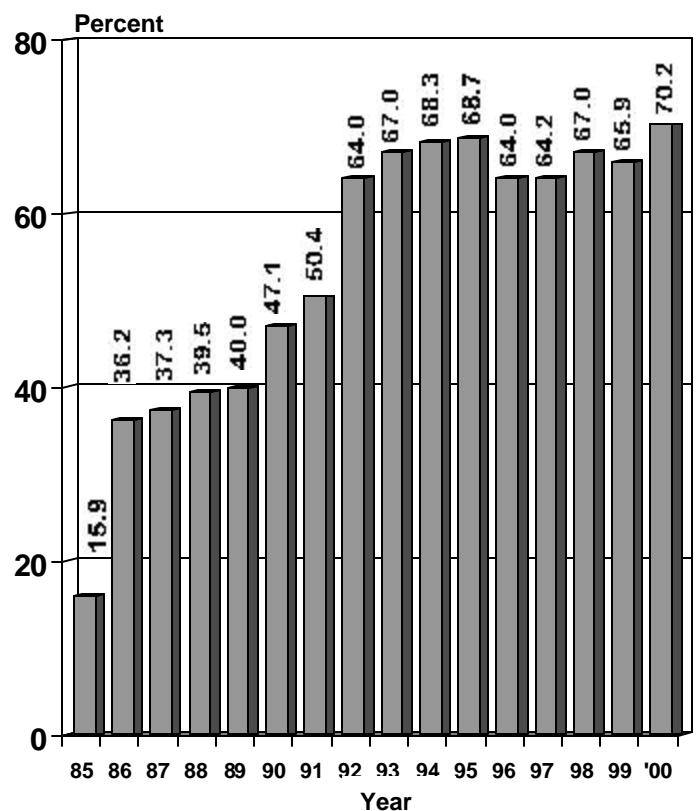
There were 114,644 front seat occupants at 258 locations statewide observed in this survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "*Design of the New Safety Belt Usage Survey in Illinois*," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

Historical Trends

Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since that time, the usage rate has gradually increased, peaking at its present level of 70.2 percent. This is an increase of 54.3 percentage points since the first survey was conducted in April 1985.

Front Seat Occupant Restraint Usage



Motorcycle Helmet Usage in Illinois

July 2000 Observational Survey Results

Survey Design

The motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during July 2000 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 948 operators and passengers of motorcycles observed. Of these riders, 27.7 percent were wearing helmets. This compares to a usage rate of 29.1 percent observed in July 1999.

Motorcycle Helmet Usage Rates: July 2000

	Total Observed	Actual Usage Rate
Statewide (258)	948	27.7%
Regions		
City of Chicago (46)	68	14.7%
Cook County (40)	72	27.8%
(excluding Chicago)		
Collar Counties (118)	635	30.9%
Downstate (54)	173	21.4%
Road Type		
Residential (190)	392	24.2%
U.S./Illinois Highways (40)	228	28.5%
Interstate Highways (28)	328	31.4%
Time of Day		
Morning Rush Hours (55)	160	30.0%
Noon Rush Hours (45)	190	33.2%
Evening Rush Hours (23)	119	24.4%
Non-Rush Hours (135)	479	25.7%
Day of Week		
Weekends (115)	730	27.5%
Weekdays (143)	218	28.4%
Note: The number in () indicates the number of survey sites in that region or dataset.		

Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield IL 62794-9245.

Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

Safety Projects

(217) 782-5865

- Safety belt and child passenger safety.
- Alcohol/impaired driving programs.
- Safe Communities Program.
- Traffic law enforcement.
- Operation Buckle Down.
- Traffic Sign Upgrades and Rural Reference System.

Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

Cycle Rider Safety Training Program *

A. Northern Illinois University

Motorcycle Safety Project
Division of Continuing Education
DeKalb IL 60115-2854
(800) 892-9607
(815) 753-1683
www.online.niu.edu/mcycle

C. University of Illinois

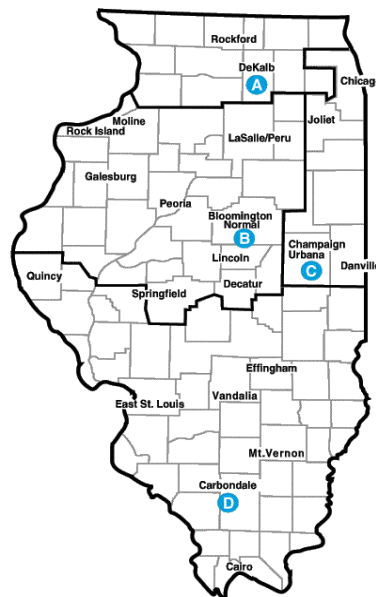
Motorcycle Rider Program
Dept. of Community Health
#4 Gerty Drive
Mail Code 678
Champaign IL 61820
(800) 252-3348
(217) 333-7856
www.mrc.uiuc.edu

B. Illinois State University

Motorcycle Safety Education
Health Science Department
Normal IL 61790-5221
(800) 322-7619
(309) 438-2352
www.ilstu.edu/depts/mcsafety

D. Southern Illinois University

Motorcycle Rider Program
Center for Injury Control and
Worksite Health Promotion
Carbondale IL 62901-6731
(800) 642-9589
(618) 453-2877
www.siu.edu/~cycle



*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone, or visit our website at www.dot.state.il.us.

Glossary

BLOOD ALCOHOL CONCENTRATION (BAC)

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver was considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

CRASH

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

DRIVER

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

FARS (Fatality Analysis Reporting System)

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

FATALITY VS. FATAL CRASH

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons. A fatal crash can cause one or more fatalities.

INJURY CRASH

Any motor vehicle crash that results in one or more non-fatal injuries.

“A” INJURY (incapacitating injury)

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

“B” INJURY (nonincapacitating injury)

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

“C” INJURY (possible injury)

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

Fatalities per 100 million vehicle miles of travel (VMT).

MOTORCYCLIST

Any occupant, either operator (driver) or passenger, of a motorcycle.

PEDALCYCLIST

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

PEDESTRIAN

Any person who is not in or on a vehicle.

SENIOR DRIVER

Any driver who is 65 years of age or older.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

Determined by location only. These are crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

YOUNG DRIVER

Any driver who is between the ages of 16 and 20, inclusive.